CENTRAL INTELLIGENCE AGENCY REPORT NO. [redacted]

INFORMATION REPORT

CD NO.

FLP 735

CONFIDENTIAL

COUNTRY Yugoslavia

DATE DISTR. 15 DEC 50

SUBJECT Aleksinac Coal Mines and Oil Shale Distilleries

NO. OF PAGES 7

25X1C
PLACE ACQUIRED [redacted]

NO. OF ENCLS. (LISTED BELOW)

25X1X
DATE OF INFO.

SUPPLEMENT TO REPORT NO.

[redacted]

1. The Aleksinac coal mines are composed of four individual mines, a coal separation plant and a small oil shale refinery. Prior to 1945, the mines were owned by a Belgian company. In 1945 the mines were nationalized and taken over by the Yugoslav Government. At present the mines are administered by a director general who is subordinate to the Ministry of Mines of the Serbian Republic.

2. Communications

a. Mine No. 1 is connected with the other mines by a narrow-gauge railroad used for transporting coal to the main mine and necessary materials to the mines. The following extensions have been laid since 1945:

1) From mine No. 3 to mine No. 4.

2) From mine No. 4 to the oil shale open cast workings, which cover an area of approximately one square kilometer and which are situated on the east side of the hills.

3) From the oil shale open cast workings to the new Kraljevo oil distillery. This distillery and oil shale open cast workings are independent of the Aleksinac coal mines, but in 1949 were connected with the latter by the newly extended narrow-gauge railroad so that their railroad facilities could be maintained by the Aleksinac coal mine workshop.

b. Overhead cable ropeways: Mine No. 1 and the coal separation plant are connected by an overhead cable ropeway built prior to 1939. This line is used to transport coal from the mine to the separation plant and stores from the sidings to the mine. A new overhead cable ropeway connecting mine No. 4 and the coal separation plant was completed in 1949 and serves this mine in the same way. Both ropeways are in good condition.

c. Belgrade-Nis-Sofia railroad line: This railroad is a standard European gauge, single-track line. During 1945 the railroad was repaired and considerable maintenance work was carried out on bridges.

It is now in good condition and extensively used for transporting industrial products.

d. The coal separation plant is situated on the east side of the Belgrade-Nis railroad line. It has its own station and approximately four sidings, two of which enter the plant and run beneath the loading apparatus, so that the coal is loaded directly into the railroad cars.

e. Further south, at the Zilkovac railroad station, several oil storage tanks are being constructed to handle oil transported by oil trucks from the new Kraljevo oil distillery.

f. Most of the highways in the area are in urgent need of repairs. No new roads or improvements to existing roads have been effected in the district since the end of World War II.

3. The total output of the mines in 1949 was 240,000 tons. The planned output for 1950 is 380,000 tons. The monthly output for January 1950 was 22,000 tons. Consequently, it is estimated that the total annual output in 1950 will reach between 260,000 and 265,000 tons, that is 80 percent of the target figure.

4. The whole output of the mines is consigned to home industries and the Yugoslav railroads; priority being given to the railroad depots at Nis, Skoplje, Kraljevo and Zejecar and, secondly, to the Bor copper mines and to various factories at Kraljevo, Skoplje, Pirot and Leskovac.

5. Reserves: The total coal reserves in the mines are estimated at approximately 80,000,000 tons. The analysis of the coal is as follows:

Before separation:	Ash content	: 24 percent
	Water content	: 11 percent
	Calories	: 4,700
After separation:	Ash content	: 16 percent
	Water content	: 11 percent
	Calories	: 5,100
	Sulphur content:	Approximately 1.1 percent

6. Factors limiting output

a. Haphazard mining methods, employed since 1944, gradually resulted in increased technical difficulties.

b. Because of the failure to fulfill the norm, the leading technicians and officials are frequently arrested which disrupts the mining and generally retards progress. The administration of the mine is also interfered with by the UDB, the Communist Party, the Trades Unions, the Control Commission and the Ministry of Mines in Belgrade. In January 1950, Minister Vukmanovic set up a special commission to investigate suspected sabotage in the mines and the working loss of 80,000,000 dinars caused by a drop in output and damage caused by fires in the mines. As a result of an enquiry, seventy employees, including the director, were sent to prison and charged with sabotage.

c. The poor living conditions and shortage of food are causing considerable dissatisfaction.

d. Because of the too frequent changes in staff, the management is inefficient, and there is also a shortage of skilled technicians. Most of the machinery is in poor condition and replacements are practically non-existent.

7. Source of power

a. The mines are supplied with power from the thermo-electric power plant situated at mine No. 1. The power is generated at 6,000 volts, and each mine has its own transformer station reducing the current to 500 volts. The power plant also supplies power to the oil shale open cast workings. The wires are carried on wooden pylons which, with the exception of the new power lines leading to mine No 4 and the

oil shale open cast workings, are fairly old. The power station is old and in urgent need of repairs. The steam boilers driving the two turbines have already been condemned but owing to lack of replacements, they are still used to full capacity regardless of possible explosions. The turbines are connected with two alternators producing 1,500 kilowatts each. In addition, there is a reserve steam engine of 650 horsepower, coupled to a generator by a belt drive. Construction of beds for new boilers has already begun but so far no boilers appear to be available.

8. Equipment and machinery

a. Mine No. 1 (formerly known as Sveti Djordje mine)

1) One pit head frame, iron construction - old.

2) One winding machine - electrically driven - 6 meters per second - 350 meters long.

3) Two turbo-compressors, 18 cubic meters - 6 atmospheres pressure, of British origin.

4) Twelve hand tippers.

5) One transformer station for reducing power from 6,000 to 500 volts.

6) Two hundred mine cars.

7) Five hundred carbide mine lamps. In poor condition.

8) One hundred electric mine lamps with alkaloid and acid batteries.

9) One Sullivan pneumatic loader mine type - 1.90 meter cut.

10) Several cranes with one and two drums, electrically driven.

11) Several cranes with one and two drums, pneumatically operated.

12) Some electrically driven boring machines, of British Siemens origin with transformers, working at 125 volts.

13) Some boring machines of Skoda manufacture with transformers working at 125 volts.

14) Several electric detonating machines of Schaffler manufacture.

15) One electric ventilator with a capacity of 1,500 cubic meters.

16) Several electrically operated box ventilators, with a capacity of between 300 and 400 mm. each.

17) Various electric motors of AEG, Siemens, Acea and General Motors manufacture.

18) Various makes of bore hammers and pick hammers, pneumatically operated.

b. Mine No. 2 (formerly known as the Aleksandar mine)

1) One pit head frame, iron construction (old).

2) One winding machine, electrically driven, 6 meters per second, 350 meters long.

3) Compressor machines.

4) One transformer station, reducing power from 6,000 to 500 volts.

5) Approximately 12 hand tippers.

6) Unknown number of mine cars.

[redacted]

7) One ventilator machine, electrically operated.

8) Several electrically operated box ventilators with a capacity of between 300 and 400 mm. each.

c. Mine No. 3 (formerly known as the Marija mine)

1) One pit head frame, iron construction (old).

2) One winding machine, electrically driven - 6 meters per second, 350 meters long.

3) Two electrically driven Flottmann compressors, with a capacity of 12 cubic meters each.

4) Two shaft lifts, used for conveying pit props and timber to the workings.

5) Various electrical motors of Siemens, AEG, Acea, and General Motors manufacture.

6) Approximately one hundred mine cars with a capacity of 500 kilograms each.

7) One electrically operated ventilator and several electrically operated box ventilators, with a capacity of between 300 and 400 mm. each.

8) One transformer, reducing current from 6,000 to 500 volts.

9) Owing to the presence of gas, this mine is supplied with Benzine safety lamps.

d. Mine No. 4

1) One winding machine, electrically operated, 6 meters per second, 350 meters long.

2) Pit head frame, iron construction (new in 1948).

3) Two Flottman compressors with a capacity of 12 cubic meters at a pressure of 8 atmospheres.

4) Two shaft lifts for timber and pit props.

5) One electrically operated ventilator machine.

6) Five hundred carbide lamps and a small number of electric mining lamps.

7) One Sullivan pneumatic loader, with a capacity of 1.90 meters.

The mine is still in the process of development and will require much additional machinery and equipment as the work progresses.

9. Surface machinery and equipment

a. Mine stores and workshops

1) Two piston compressors with a capacity of 30 cubic meters, at a pressure of 8 atmospheres each. These are of vertical construction. Both were imported from Hungary in September 1949 and installed in October 1949.

2) Two electrically driven Flottmann compressors, each with a capacity of 12 cubic meters, undergoing repairs.

3) Twenty-eight electrically operated centrifugal pumps, with a capacity between 80 and 2,000 liters.

[redacted]

4) One accumulator charging plant, equipped with transformers, dynamo and a testing bench.

5) Five electrical detonating machines of Schaffler manufacture, undergoing repairs.

b. Coal separation plant

1) The coal separation plant has a capacity of 600 tons of coal every eight hours. It is completely equipped for sorting the coal into categories.

Bunker storage is: 1 with 2,000 tons capacity.
6 with 600 tons capacity.

2) Twenty-two electric motors of various types.

3) Five Mammut pumps with electric motors.

4) Eight centrifugal pumps with electric motors.

5) Three crushing machines.

6) Various types of reservoirs for washing coal, et cetera.

c. Workshops

1) Blacksmith's shop is equipped with the following heavy appliances:

a) Two automatic hammers.

b) Four boring machines.

c) Two Stanz punching machines.

d) Three Leyner plants with diesel ovens.

2) Turning shop

a) Six turning lathes of various types and sizes.

b) Two frasing machines of Czechoslovak origin.

c) Six grinding and sharpening machines for boring tips, and a quantity of planing machines.

3) Engineering workshop

a) Six electrically powered hand boring machines.

b) Four electrically driven emery sharpening or grinding stones, plus a number of miscellaneous repair equipment for machinery.

4) Welding shop

a) Five welding appliances of British origin, electrically operated at 300 volts.

b) Approximately 8 welding appliances "Autogen".

5) Carpenters shop

a) Two Universal machines.

b) Two planing machines.

d) Two circular saws.

6) Electrical workshop - complete with repair outfit.

[redacted]

7) Thermo-electric power station

a) Boiler plant with four boilers (heating surface 450 meters) with electrical and steam donkey pumps.

b) Two steam Germania turbines, with alternators (3,000 r.p.m., and steam pressure of 15 atmospheres).

c) Two alternators of 1,500 kilowatts and 3,000 volts respectively.

d) One Hartman steam machine of 650 horsepower and 175 r.p.m. with alternator assembly.

e) One cooling system through cement reservoir, with a centrifugal pump and synchrometer with electric condenser.

8) Oil refinery

a) Three refining plants (ovens, conclaves, cooler, oil pumps and ventilators); electrically operated with central pumping system.

b) Fifteen tipping cars.

10. Transport facilities

a. Two overhead cable ropeways, supported by wooden trestles. Each is approximately four kilometers long and has a capacity of 1,800 tons per day. Both are electrically driven. The coal is loaded from two bunkers, each of 1,200 tons capacity) equipped with four hand tipping machines each.

b. Motor transport

1) Three private cars. Seven trucks of Mann, Diamond, Dodge, Fiat, Praga Skoda and Zis manufacture.

c. Railroad transport

1) Four steam Djuro Djakovic locomotives, each weighing 9 tons.

2) Three Manchester electric coal trains.

3) Three Dortmund electric coal trains.

4) Sixty cars of various types.

Because of the poor condition of the existing locomotives, new ones have been ordered, but it is doubtful whether these will be made available in the near future.

11. Manpower

a. The total number of employees is approximately 4,350. These are divided as follows:

Administrative staff	:	220
Technical staff	:	130
Miners and permanent laborers	:	4,000

b. A forced labor camp, housing approximately three thousand persons serving sentences of up to one year's forced labor imprisonment, is located on the west side of the main Subotinac road. One thousand male prisoners are employed in the mines, while the remainder are employed in the oil shale distillery and the open cast workings.

c. In addition to the above, there are three schools: Building Construction, Mining Technical and Tradesmen's, which have a total of approximately four hundred and fifty apprenticed tradesmen under instruction. They spend one half of each daily school period on practical work in the mines.

25X1A

[redacted]

12. Working conditions

a. The mine and the overhead cable ropeways work on three 8-hour shifts, while the coal separation plant and the workshops work two shifts per day. The first shift is worked by 2,800 men, the second by 1,200, and the third by approximately 1,000 men. Normally the mines work six days per week, but if the daily norms are not fulfilled, the work is also carried out on Sundays.

b. Accommodation for the workers is extremely poor, and, except in very few cases, families are allotted only one room each. The food situation is most unsatisfactory and since there are insufficient messes, the workers have to spend considerable time standing in lines for their meals. Pay is the same as for other mines in Yugoslavia.

13. The Mine Militia, composed of two officers and approximately forty-five other ranks, has its headquarters in the old Workers' Colony near the power plant. The Militia is responsible for the entire security of the mine; in addition there are numerous UDB agents who operate throughout the mine area and among the workers.

14. Personalities

a. Mirko Perisic : Chief engineer, who replaced Nikola Kakovin who was purged at the end of January 1950 for failing to fulfill the norm. Prior to being promoted to chief engineer, Perisic was chief of the Planning Department in the Mine Directorate. He is a violent Communist and very much of an opportunist.

b. Anton Gacic : Head of the Planning Department. He is not a Party member and is disinterested in politics.

c. Bruno Walter : An electro-technical engineer employed in the power station. He came from Germany in 1946, allegedly to avoid the Russians.

d. Mijaijlo Rakcevic : The distillery manager. He is an ambitious and ardent Communist.

e. Prnaja Petrsic : Chief engineer of the distillery. Stated to be a reliable anti-Communist.